

**New Jersey Department of Transportation
Bureau of Research
RESEARCH PROJECT
Request for Proposals
2011 Program**

**Date of RFP
8/9/2011**

**Closing Date
9/22/2010**

Restricted-use License for Suspended NJ Drivers

Project No. 2011-06

(Proposals must be prepared in accordance with NJDOT's *Information and Instructions for Preparing Proposals*. Please visit:

<http://www.state.nj.us/transportation/refdata/research/pdf/techpropresproj.pdf>

Revised Proposal Evaluation Forms are available for your information on the website.)

Proposals will be based on the merit of the information contained in the proposal. Budgets will be evaluated separately. Please place three (3) copies of the budget for this project in a separate sealed envelope.

1. RESEARCH PROBLEM STATEMENT, BACKGROUND AND OBJECTIVES

The Motor Vehicles Affordability and Fairness Task Force - Final Report – February 2006 details information related to this matter. The report goes into detail about research conducted that outlines practices in other states and the population of suspended New Jersey drivers.

New Jersey legislators have expressed interest in the issues associated with implementing a restricted-use license program.

New Jersey has approximately six million licensed drivers. The vast majority of these drivers remain violation and suspension free throughout their driving years. Only a small percentage of drivers (five percent) have their driving privileges suspended or revoked at any given time.

The purpose of a restricted use (also referred to as “work license”) license is to allow a driver to continue operating a vehicle during a period of license suspension. Generally, a restricted use license can only be used by the driver for transportation to and from work or school. In some cases, the license can also be used to attend religious services. A fee may be imposed for the license to offset administrative costs.

Excluding suspensions for monetary reasons, a license suspension is one of three progressive strategies to address unsafe driving behavior. Generally a driver in New Jersey receives a points advisory notice followed by a driver improvement class in lieu of a license suspension. When first suspended, a 30 day term is common. Driver's who continue to violate receive longer suspension periods. The suspension is also considered a deterrent to bad driving behavior.

Restricted licenses can be ordered by the court or by the motor vehicle agency. The license document can be specially marked to assist law enforcement. The driver record maintained by the motor vehicle agency specifies when the license may be used and may include destination information, days and time of use. This info can be “looked up” during a traffic stop. Fines and other penalties are associated with violations of use.

A restricted use license can benefit the driver who needs operate a vehicle to maintain employment and government entities seeking to collect fines and payments. Concerns related to restricted use licenses include administration costs, continued unsafe driving, misuse and the provision of any public benefit to

drivers convicted of driving while intoxicated. The restricted use license may also impact the effectiveness of the remedial program. For short suspension terms, the effort to support a restricted use license can exceed benefit.

Driver's license suspension was originally conceived as a sanction used to punish "bad drivers." However, today in New Jersey, most license suspensions are not imposed to punish habitual bad driving. The reasons for driver's license suspension are diverse, complex and sometimes interrelated. Reasons include those that are clearly driving related (e.g., DUI, point accumulation, reckless driving, and driving while suspended); those that are clearly not driving related (e.g., compliance reasons such as failure to pay child support or failure to appear in court for a non-driving offense and suspensions imposed for drug-related offenses not involving the operation of a motor vehicle); and those that are for compliance reasons indirectly related to driving behavior or motor vehicle use. These include: failing to appear in court to pay/satisfy a parking ticket or moving violation; failing to maintain proper auto insurance; and failing to pay MVC insurance surcharges that stem from a driving related infraction.

Conduct an analysis of the issues and implications of implementing a restricted-use license program for suspended New Jersey drivers. Detail key issues and identify states with effective restricted-use license program legislation and administration.

2. TASKS

[Provide a listing of appropriate general tasks divided into phases based on types of work (e.g., laboratory, field) or by year (e.g., year 1, year 2) or other appropriate milestones]

The NJDOT is seeking the insight of proposal responders on how best to achieve the research objectives. Proposers are expected to describe a research effort that can realistically be accomplished as expeditiously as possible. Proposals must present the proposers' current thinking in sufficient detail to demonstrate their understanding of the problem and the soundness of their approach for conducting the required research.

PHASE I – Literature Search

Conduct a literature search of the current state of the practice.

After the award of the project, a more comprehensive literature search should be conducted. At the completion of this literature search, the PI will make a presentation to the Research Project Selection and Implementation Panel to discuss their findings and to discuss the appropriate research approach.

PHASE II – Research Approach and Anticipated Results

Conduct an analysis of the issues and implications of implementing a restricted-use license program for suspended New Jersey drivers. Detail key issues and identify states with effective and ineffective restricted-use license program legislation and administration.

Clear description of how you will solve the problem and implement anticipated findings. Work may be divided into phases (e.g., Laboratory, Field or Year 1, Year 2) as necessary to clarify tasks. *Exit Criteria* must be developed during this phase.

- Define the various versions or options of a restricted-use license program that might be considered by New Jersey. Detail restricted-use license program laws from several representative states. Consider the options and issues with offering a restricted-use license in lieu of a suspension relative to having a driver apply for a restricted-use license after suspension. Example: New York may offer a driver a conditional or restricted license that allows driving in limited situations, such as to and from work when notified of a proposed suspension.

- Detail relevant experience of those states and comparative nations with restricted-use license program in terms of its impact on roadway safety and success in collecting fees and penalty due. Are restricted-use license programs successful in helping drivers to pay amounts due?
- Discuss a restricted-use license program in terms of its impact on the roadway safety, fairness and affordability. What are the cost/benefit issues associated with a restricted-use license program in the context of New Jersey?
- What are the issues associated with law enforcement determining if a driver is in compliance with a restricted-use license? What are the best practices for enforcement?
- Are there any conflicts or issues with Federal regulations in implementing a restricted-use license program for drivers with a CDL?
- Do restricted-use license programs for drivers convicted of DWI or other serious driving violations have patterns of recidivism during a period of restricted-use and after restrictions are removed that are different from drivers who drive while suspended for such convictions?
- The research should specifically address restricted use licensing for drivers required to install an ignition interlock system during the suspension period. New Jersey recently enacted laws to expand the use of interlock systems for suspended drivers but does not verify installation during the suspension period. Some states support a restricted use license to ensure drivers comply with interlock provisions. The state legislature, courts and MVC would like to know if restricted use license in these cases is considered successful in other states.
- Discuss issues related to a driver with a restricted-use license who moves to another state and is issued a license by the new state. Consider if a driver moves from NJ to PA, CT, DE, or PA would the restrictions follow the driver? Detail reciprocity agreements between states concerning notification of driving restrictions. Ex: Driver License Agreement (DLA)
- Discuss the economic implication of restricted-use license program to help those drivers who, for financial reasons, are unable to pay court-ordered installment plans, child support orders, and MVC insurance surcharges in order to gain their full driving privileges back. Does a restricted-use license program help or hurt in the collection of debts?
- Do drivers with non-driving suspensions have any tendency toward suspensions for unsafe driving behavior?
- Compare New Jersey to other states in terms of drivers who drive while suspended for driving and non-driving issues? Is there a significance difference between states with a restricted-use license program?
- What do various interest groups say about a restricted-use license program for non-driving suspensions, DWI suspensions and suspensions based on driving violations? Is there data to support the positions of various stake holders? (Law Enforcement, Elected Officials, Community Groups, etc)

3. IMPLEMENTATION AND TRAINING PLAN

The PI must meet with the Research Project Selection and Implementation Panel (RPSIP) and other NJDOT units to present the findings and as appropriate train these personnel in the use the project results.

The PI will develop an implementation plan as per the guidelines provided by NJDOT Research Bureau.

4. DELIVERABLES:

[List of minimum deliverables necessary to complete the project]

- Presentation of Summary of Literature Search Results
- Discussion to Support and Refine the Project Tasks
- Project work plan.
- Technical Memorandum on the survey results
- Technical memorandum on the measures that are working or not working

- Technical memorandum on actions taken
- Interim Status reports suitable for Senior Leadership if required
- Quarterly Reports and Final report with appropriate tables, graphs and charts in hard copy version, PDF file format, Word, and on CD ROM. Two copies plus one per RSIP member of each presentation, technical memorandum, draft final report and Final Report (plus 10 copies). The Final Report and Tech Brief are due three (3) months before the end date of the project to allow time for review by the Research Project Selection and Implementation Panel. Final Acceptance will be granted upon receipt of ten copies of the approved final report.

5. CONTRACT TIME:

The PI must provide the anticipated research study duration based on the proposed tasks. Consideration should be given to potential impediments so that adjustments are incorporated into the schedule minimizing the need for time extensions. The customer, however, is interested in findings within 12 months.

6. CONTACTS:

A meeting may be scheduled with interested parties after the RFP's are distributed to refine the objectives and deliverables and to promote a better understanding of the research needs. Questions on this topic **shall not** be directed to any Research Project Manager, Research Customer, or any other NJDOT person. All questions and answers shall be addressed **through email or if requested, at the pre-proposal meeting**. Contact Camille Crichton-Summers (Camille.CrichtonSummers@dot.state.nj.us) on or before August 25, 2010 if you would like to request a pre-proposal meeting.

7. DEADLINE

**Proposals (10 single-bound copies) are due at the NJDOT Bureau of Research
No later than 5:00 p.m. 9/22/2010**

Authorization to Begin Work: 1/3/2011-- estimated or as negotiated

8. DELIVERY INSTRUCTIONS:

For private, paid messenger services such as Federal Express, DHL, UPS, etc., or for hand-carried deliveries:

2011 PROPOSAL-NJDOT
New Jersey Department of Transportation
Bureau of Research
1035 Parkway Avenue
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For U.S. Postal Service mail:

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